

CREAM!
RICH
THICK
CREAM.
See Below.

The China Mail.

ESTABLISHED 1845

NOTES ON WIRE
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AND SOUTH CHINA.
By the Rev. G. A.
HUNBURY, M.A.
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50

No. 15,812.

號六第年四十一百九千一第

HONGKONG, TUESDAY, JANUARY 6, 1914

丑癸六歲年三國民華中

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NEW AVIATION RECORD.
12,000-Mile Flight.

The aviator Helen, who is competing for the Michelin Prize, has now been flying forty days, and has covered more than 12,000 miles, beating thereby every previous record. The "Daily Telegraph" in a recent issue. The Michelin Prize is awarded to the aviator who flies over a course of at least 50 kilometres (about thirty miles) at the rate of fifty kilometres per hour, and five hours daily, without a single day's interruption, and covers the greatest distances before the end of the year.

Several heroic attempts have been made in the course of this year to establish records that would defy all competition. The first was that of Cavell, who flew for several weeks in June and July, and finally, M. Fourny, who, in the month of August had covered 15,989 kilometres, or nearly 10,000 miles.

Helen started out to beat this record on Oct. 22, and he has been flying his regulation five hours and more every day without a single interruption. Unfortunately, on the seventh day, when he had landed in a hole, he had his machine dragged out into a field for a new start. Two days later, the Aero Club, to which the question was referred, decided that he was in the wrong, and the first nine days of his flight were disqualified. He had flown a distance of 4,797 kilometres. But, in spite of this, in the presence of an official time-keeper of the Aero Club, he cheerfully made a new start, and continued his flight to this day. The official reckoning credited him with 10,000 kilometres, and he added 533 kilometres more to his official record, making 10,533 kilometres. But if his performance of the first nine days be added his unofficial record amounts to 21,440 kilometres, or more than 12,000 miles. He has thus covered half the circumference of the globe at the Equator, or more than the distance between the North and the South Pole.

The course over which Helen flies, and which was also chosen by the previous competitors, lies between the aerodrome of Etampes and an old mill at Cereottes, a distance of fifty kilometres. After each circuit the aviator lands and signs an official register kept by a timekeeper of the Aero Club. A timekeeper is stationed at each end of the course, and they must take note whether he keeps up the regulation speed for five hours at least per day. Helen has been flying in all sorts of weather. He has frequently had to face violent storms and rain, as well as fog and bitter cold; but he keeps up his daily rounds with extraordinary courage and endurance.

"I will wear out my timekeepers, my motor, and my aeroplane, and I will fly till the end of this year," he said after he had beaten the record of Fourny; and, as we are, he kept his word by adding another long flight to his record. The prize offered by M. Michelin is £1,000, but in addition the aviator receives a certain sum per kilometre from the Neuport and Gnome firms, the one for using their monoplane, and the other for their engine. Fourny made his record with a Maurice-Farman biplane.

GROUP.
Every young child is susceptible to croup. Don't wait until this dreadful disease attacks your little one before you prepare for it. It comes in the night when obstinate sleepers are usually closed, and this alone should be a warning. Get and keep Chamberlain's Cough Remedy on hand. It never fails, acts quickly and is absolutely harmless. For sale by all Chemists and Storekeepers.

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10 P.M. 'FATSHAN.' 5 P.M. 'KINSHAN.'
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NOTICE OF DIVIDEND.
In the Matter of THE COMPANIES ORDINANCES, OF HONGKONG 1885 to 1886.
and
In the Matter of THE HONGKONG AND MANILA YUEN SHE'G EXCHANGE AND TRADING COMPANY LIMITED.
(In Liquidation).
NOTICE is hereby given that, pursuant to an Order of the Supreme Court made on the 12th day of December 1913, a Fifth Dividend of \$5.00 per centum has been declared in this matter, and that the same may be received at the Office of the above named Company, No. 25, Des Voeux Road Central (2nd floor) on the 5th day of January 1914 or on any subsequent date between the hours of 10 A.M. and 4 P.M. except on Saturday up to 1 P.M.
LAU CHU PAK,
Official Liquidator.
Hongkong, Jan. 2, 1914. 21

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LAU CHU PAK,
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Hongkong, Jan. 2, 1914. 21

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Medical Magazine, March, 1912
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RUGBY FOOTBALL AT HOME.

The University Match.

(By Major Philip Trevor in the "Daily Telegraph" of Dec. 10th.)

Cambridge, 13 points; Oxford, 9 points.
The victory which Cambridge scored at the Queen's Club yesterday by one dropped goal and three tries to a try was not by any means as complete as a score of 13 points to 9 would suggest. The side which won, of course, took the field pronounced favourites, and for the space of half an hour it looked as if those who had prophesied an Oxford rout were to be justified, for after only a little more than twenty minutes Cambridge were as many as 10 points to the good. Yet, though the teams were actually on the field for more than an hour and a half, the leaders only scored on one subsequent occasion, whilst for more than half the match they had all they could do to resist the Oxford attack.

A fairly strong breeze blew in Oxford's favour at the start, but from the outset the more famous team was aggressive. Only five minutes had elapsed when a remarkable try was scored. Maynard got possession of the ball near the half-way line. He ran within a few yards of the touch-line, and neither swerved nor dodged. Two or three opponents made efforts to tackle him, but the most they managed to do was to check him, and the big Cambridge forward was not brought down until he was over the goal-line.

Instantly the Light Blues commenced to play a brilliant game. Their forwards got the ball in the tight scrummages, and, thanks chiefly to Lewis, the stand-off half-back, the three-quarter line soon showed what it could do. On all sides one heard people admit that the men in this line had not been over-praised. Five minutes after Maynard had scored came the winners' second try. The Oxford men rushed the ball into the Cambridge "25," where Lewis got hold of it. He sent it to De Villiers, who dashed off, with Lewis handy. However, when the England wing player got the ball he had still some way to go ere he reached the half-way line.

A GREAT TRY.

At first the Oxford partisans did not appear to realise the danger that threatened. Faster went Lewis, and a great try was the result. Well as he had been marked before, the defence paid increased attention to him subsequent to that brilliant effort.

It was rather more than twenty minutes after the start that a smart bout of passing once again put Lewis in possession. He had, seemingly, time and space to run round the defence; and then, realising quickly their danger, the Oxford defenders concentrated on the threatened wing. Quickly Lewis changed his plans, and turning inwards, dropped a beautiful goal.

Then one heard the friends of Cambridge say: "Now our scoring's going to begin." No doubt, it just then the simple policy of hand-to-hand passing had been continued by the winners, a big victory would have been the result. But for some reason or other the half-backs seemed disinclined to treat the three-quarter line in rear of them as generously as before, and even Lewis (who played superbly) was content to do a good deal of touch-finding. The result was that the Cambridge attack got cold, and, as a matter of fact, it was never hot again.

Oxford, who given a breathing space, and never afterwards were the losers made to concentrate (as they had been previously) upon defence. Then it was that the Dark Blues began to pay practical attention to their own game. Their forwards got together, and they also got the ball. Ten points is a long lead in a University match, but the delighted cheers of the Oxford men in the crowd showed that they regarded the turning of the tables as a very practical possibility. Splendidly the Dark Blues rallied, and two or three times during the last ten minutes of the first half they nearly scored.

FIGHTING PLAY.

More excited than ever did the crowd become when, after change of ends, it was seen that this was no mere flash in the pan, but that there was still to be trouble for the leaders. Again had Cambridge to defend, and only at the last moment Southey was forced into touch. His foot was on the goal line when he was stopped. Suddenly there was a counter-attack, and loose play near the Oxford goal line followed. With amazing dexterity Lewis gathered the ball. Two or three opponents were all but touching him as he did so. Lewis glanced at his three-quarter backs, who were well set for a dash in force, and, unfortunately for themselves, some of the Oxford players glanced at them too. Lewis took advantage of the momentary hesitation and was quickly over the line. With that try ended not only the Cambridge scoring but to all intents and purposes the Cambridge attack.

Splendidly Oxford played, and at last their back division showed some accuracy and much speed. A bout of passing, which went from left to right, ended in Southey getting a try, which Williamson made a good, but unsuccessful, effort to convert. It was then half-past three, but, though it was five minutes to four ere the last whistle blew, there was no further scoring. Ten minutes later London-Shand had the misfortune to break his collar-bone, and Moresby-White was taken out of the pack to fit the recent

place in the three-quarter line. Even then the Oxford men held their own wonderfully well, though Cambridge were attacking when the game came to an end.

It was a great match, and unopposed spectators left the ground admitting that the statistics of their trial games had much underrated the brawn and speed, dash, and cleverness of their backs—as exemplified by hand-to-hand passing—they held not only an advantage, but the most paying of all advantages. In no other respects could they claim superiority.

DAKE BLUES' WEAKNESS.
The Oxford weakness (noticeable for nearly an hour) was in the centre of the three-quarter line, and even so fine a player as Jenkins was not at his very best. London-Shand had just commenced to do himself justice when he met with his accident. His absence from so many of the trial matches has been most unfortunate for Oxford, for, good individual player as he is, he did not yesterday make things easy either for Jenkins or his wing man. The play of Reid, the Oxford full-back, was one of the features of the match. The public would willingly have seen more of Crode and Southey, and, when the play of Love and Will is also borne in mind, one may say that never before in a University match have the four wing three-quarter backs made such favourable impressions.

After the first half-hour, Williamson and Knox were excellent. Not so generally treated was Lewis, and the way he managed to gather and catch the ball (no matter how it came to him) elicited the heartiest appreciation. Baxter for the most part did very well, his defence in particular being sound. De Villiers, of course, was a great asset, and it is almost unnecessary to say that in the first twenty minutes Lewis and he guided the brilliant attacks which were seen. Will did everything he had to do excellently, and it was a great match for Love, who, whatever he attempted, could scarcely go wrong.

Except that the bowling was not always very cleanly done, both packs of forwards should have satisfied the most exacting critics, and the greatest credit is due to Bain for the way in which, after a bad start, he rallied his men. He was in fine form, and so were Greenwood, Maie, Symington, Donald, Maynard, and Moresby-White. The teams were:

Cambridge:—W. M. Wallace (Edinburgh Academy and King's); J. C. N. Lowe (Dulwich and Pembroke); W. H. B. Baxter (Merchiston and Pembroke); J. D. I. de Villiers (Wellington High School, Cape Town, and Trinity Hall); and J. G. Will (Merchant Taylors and Downing).
Oxford:—J. M. C. Lewis (Bridgend County School and St. Catharine's); and J. S. C. Cumberland (captain) (Durham and Emmanuel); J. E. Greenwood (Dulwich and King's); J. P. C. B. Fair (Fettes and King's); A. H. Wilson (Merchiston and Pembroke); A. F. Maynard (Durham and Emmanuel); R. J. Jukes (King's School, Canterbury, and Pembroke); W. D. Doherty (Dulwich and King's); A. Vincent (Uppingham and Pembroke); and A. W. Symington (Fettes and Clare).

Oxford:—N. Reid (Rondesbosch, South Africa, and Oriel); G. B. Cole (Edinburgh Academy and University); O. Jenkins (University College, Aberystwyth, and Jesus); E. G. Loudoun-Shand (Dulwich and University); and E. A. Southey (New South Wales and St. John's); A. C. Williamson (Fettes and Brasenose); F. H. Knott (Tenbridge and Brasenose); F. D. M. Bain (Edinburgh Academy and Trinity) (captain); H. B. Moore (Uppingham and Brasenose); G. Donald (Dulwich and University); F. D. Thompson (Edinburgh Academy and University); J. Moresby-White (Rondesbosch, South Africa, and New College); H. J. V. Rees (Brexton and Exeter); L. P. B. Merriam (St. Paul's and University); and I. A. Clark (Aberdeen and Christ Church).
An International. *An old Blue.

LONDON'S ASSESSMENT.

Gross Value, £25,080,898.

From a return issued by the London County Council, as the result of the recent quinquennial valuation, the gross valuation of the administrative County of London is placed at £25,080,898, or, in metropolitan boroughs being valued at £24,205,400, and the City of London at £8,875,498. The rateable value is £24,119,889—metropolitan boroughs £20,301,662 and the City of London £3,818,227.

The Hague correspondent of the *Sumatra Post* cable states that the Dutch Government is about to raise a loan of 200,000,000 guilders for the construction of eight warships of the Dreadnaught type.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

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Don't forget after the Show, Supper, and Light Refreshments, ALEXANDRA JAFFE, Open Till Midnight.

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INTIMATIONS

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Russo-Asiatic Bank
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Banque Belge Pour l'Etranger

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Hongkong.

The Interest, less Income Tax at 1s. and 2d. in the £ will be:

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Net amount payable. £2. 18. 6.

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Less Tax at 1/2d in the £ 17. 0.

Net amount payable. £14. 2. 0.

Payment will be made in Taels at the Demand Buying rate of exchange of the day the Coupon is presented.

By Order,

THE KAILAN MINING ADMINISTRATION.
W. S. NATHAN,
General Manager.

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

SIX PER CENT FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

FIRST DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Twenty-seventh day of November, 1913, at the Offices of the Company, No. 22 Austin Friars, in the City of London, in the presence of Walton Fitzjames Turner, one of the Directors, Alfred William Berry, Secretary of the Company, and John William Peter Jauralde, of 7/8 Great Winchester Street, London, E.C., Notary Public.

The said Debenture will be paid off at par on the 31st December, 1913, at either of the following places:

In London: At the Transfer Office of the Company, No. 26 Austin Friars, London, E.C.

In Brussels: At the Offices of the Local Board, 13 rue Broderode, Brussels; In China: At the General Offices of the Company, Tientsin.

6 BOND OF £500 EACH, NUMBERED—

56 172 179 199 231 246

70 BOND OF £100 EACH, NUMBERED—

285 323 350 356 401 402 457 491 535 782 828 949

700 BONDS OF £200 EACH, NUMBERED—

1011 1050 1052 1120 1180 1257 1273 1279 1335 1348 1369 1459

1481 1510 1532 1538 1600 1625 1635 1688 1697 1745 1767 1784

1843 1868 1877 1975 1984 1999 2030 2033 2107 2125 2204 2337

2374 2396 2498 2503 2567 2568 2641 2736 2829 2846 2921 3110

3171 3230 3248 3300 3400 3421 3438 3519 3540 3604

3627 3663 3681 4034 4111 4167 4259 4319 4333 4354 4389 4513

4639 4645 4803 4875 4927 4936 5073 5089 5093 5178 5182 5192

5197 5405 5587 5625 5682 5695 5754 5790 5799 5818 5882 5991

6157 6173 6196 6210 6229 6302 6346 6402 6473 6496 6538 6591

6788 6794 6841 6911 7065 7138 7173 7233 7280 7362 7384

7434 7491 7548 7779 7818 7838 7845 7895 7900 7977 8108 8124

8290 8346 8382 8416 8441 8560 8585 8693 8822 8833 8880 8890

8940 9071 9084 9131 9227 9250 9406 9413 9442 9444 9490 9658

9670 9818 9847 9932 9973 9976 9986 10002 10006 10024 10051 10074

10084 10093 10099 10210 10358 10411 10532 10555 10564 10634 10669 10691

10703 10732 10878 10920 10982 10996 11054 11055 11116 11253 11319 11449

11464 11529 11568 11645 11659 11712 11873 11898 11947 12189 12293 12329

12362 12364 12368 12585 12595 12607 12651 12658 12664 12676 12705 12711

12822 12834 12839 12845 12852 12907 13051 13064 13128 13153 13169 13184

13352 13404 13433 13450 13472 13492 13506 13578 13681 13683 13761 13811

13840 13846 13941 13956 13974 14020 14021 14050 14081 14094 14189 14450

14492 14543 14581 14594 14734 14740 14819 14826 14861 14868 14886 14963

14983 15031 15115 15168 15214 15233 15296 15317 15435 15463 15479 15487

15609 15624 15638 15691 15811 15849 15844 15849 15869 15869 15900 16223

16262 16268 16274 16283 16284 16285 16286 16287 16288 16289 16290 16291

16292 16293 16294 16295 16296 16297 16298 16299 16300 16301 16302 16303

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16376 16377 16378 16379 16380 16381 16382 16383 16384 16385 16386 16387

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16484 16485 16486 16487 16488 16489 16490 16491 16492 16493 16494 16495

16496 16497 16498 16499 16500 16501 16502 16503 16504 16505 16506 16507

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Hongkong, Feb. 3, 1914.

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21A, QUEEN'S ROAD, HONGKONG.

Hongkong, July 1, 1912.

BIRTH.
DANBY.—On December 26, at Hankow, the wife of CHARLES GILBERT DANBY, of a daughter.

MARRIAGE.
KINCHIN.—On December 26, at Koba, WARDMAN ARTHUR KINCHIN, ATIN to HELEN MARGARET NICOLE.

DEATH.
MATTHEW.—On December 30, at Shanghai, WILLIAM R. MATTHEW, Agent Pacific Mail Steamship Company, aged 51 years.

MEMO. FOR TO-DAY.

5.30 p.m.—Organ Recital at St. John's Cathedral.

General Memoranda.

FRIDAY, January 9.—
Hongkong Volunteers go into Camp.
Court Cases at Theatre Royal.

SUNDAY, January 11.—
9 a.m.—Excursion to Macao.

THURSDAY, January 15.—
Concert at Seamen's Institute.

FRIDAY, January 16.—
9 p.m.—Engineers' Ball at City Hall.

SATURDAY, January 17.—
Entries close for Hongkong Races.

MONDAY, January 19.—
Noon.—H.E. Sir Henry May presents prizes at Queen's College.

WEDNESDAY, January 21.—
Annual Sports of B. K. S. B. R. G. A.
M. S. C. Ground, Kowloon.

The China Mail

HONGKONG, TUESDAY, Jan. 6, 1914.

THE PROPOSED CHANNEL TUNNEL.

From the Home papers we learn that the question as to the advisability of building a tunnel under the English Channel from Dover to Calais has again aroused considerable interest and the exchange of important opinions, pro and con, owing to the criticism of Sir Arthur Conan Doyle of the propositions of the German war authority, General von Bernhardt. Though Sir Arthur disputes every one of the propositions of General von Bernhardt—and in this regard he has the support of many, if not most, of the best authorities on the subject in Germany—Sir Arthur nevertheless adds these significant words: "We should be mad if we did not take very serious notice of the warning—alluding to Gen. von Bernhardt's frank statement that Germany will take the first opportunity to make a concerted attack upon Great Britain in the hope of wiping out the 'mistress of the seas,' and thus establishing an outlet for German expansion. Sir Arthur Conan Doyle's suggestion for meeting this warning is that we should 'cement the friendship of Great Britain and France, to prevent Europe from being turned into a gigantic Germany with a few insignificant States crouching at her feet.' There are, of course, one or two other things that might prevent such an upheaval. The building of a tunnel under the English Channel, connecting Calais with Dover, said Sir Arthur, would eliminate all the dangers of a German invasion. Instead of being a menace in time of war, he maintained, it would be a safeguard. Renewed interest in the idea is also aroused because an engineer has drawn up and submitted to the authorities plans for a tunnel of a novel character. Mr. Simon Lake, who is best known because of his work in the development of submarine torpedo boats, is the man in question. In driving the borings for the tunnel back in the 'eighties—even though these extended but a short distance beneath the Straits of Dover—on several occasions cinders in the supposedly solid grey chalk were encountered, through which for a while

a disturbing element of water entered the excavation. Fortunately the overlying silt followed and automatically plugged the cracks before the shaft was flooded. However, this was disquieting, and even to-day there is no certainty that worse conditions might not be encountered. Therefore, any scheme that would avoid this peril, and which would not make it necessary to dig too far below the Channel surface, would have its advantages, provided a tunnel so built were otherwise secure. Here is where Mr. Lake claims that his system is far superior to others and, at the same time, can be built more rapidly and more cheaply. What he proposes is a double tunnel planted in a broad trench dug in the bed of the Channel or the bottom of the Straits of Dover, as the authorities may elect. This subaqueous ditch would be just deep enough to allow the two traffic tubes to sink below the level of the water floor, and over these tubes he would spread the rocklike chalk dug away for their reception. This chalk can be cut very easily, and the upper stratum being largely saturated can be dealt with pretty nearly as some kinds of cheese. Mr. Lake has devised a special dredge which would be able to clear away the necessary trench at a rapid rate and this is one of the numerous contrivances which he has planned for this and other allied submarine engineering undertakings. Mr. Lake does not propose to construct his tunnel under water. He would, according to a report by Mr. Robert G. Skerrett, build it on shore and plant the entire work section by section after it had been fashioned on land and thoroughly tested before it sunk in place. There are a number of engineering advantages inherent in the tunnel lying in trenches dug in the bed of a river or any other body of water, all of which make for economy and quickness of building, but there is one which even the layman may appreciate. Tunnels dug below the waterbed, as most of them are, are so deep that the land approaches must either be at very sharp angles or they must reach shoreward for long distances. A system like Mr. Lake's shortens the land ends, because the rise to the surface can be made more quickly. Now, as to the risk in time of war. An eminent engineer, Captain George Duncan Shyler, has just delivered himself on the subject. "Assuming," he says, "that Great Britain maintained command of the sea, the advantage of having this secure line of communication during the days of doubt and uncertainty from the beginning of the war until the enemy no longer had a fleet in being to threaten sea-borne commerce would be great. Should the early sea fight be indecisive, commerce would have an outlet through the tunnel, and the cost of transportation at a Continental port would be more than offset by the saving in the cost of underwriting. Should partial or temporary command of the sea be acquired by England's enemy, no effective blockade could be maintained while this tunnel route remained open. No right of search could be maintained while this tunnel route remained open. No right of search could be exercised against the tunnel traffic, and no fleet could determine whether the stream of traffic flowing under the waters was contraband. No dynamite or submarine could harm it." Asked whether he did not think that a special passage ought to be constructed alongside the tunnel in order to give the authorities a chance to dynamite it if necessary, Captain Shyler observed: "There could be such a passage, and it could be constructed at very little additional cost. But it would be unnecessary. It would be more practical to build a few places alongside the tunnel from which it could, in emergency, be dynamited. A single breach in the tubes, of course, would render their whole length useless. Better still, an electric flood button could be run into the War Office. Things could be so arranged that a touch of the button would release an ocean of water or a dynamite or the stores in the mine galleries. These are mere details, which concern the soldier more than the engineer." The world powers of Europe are engaged in a contest of endurance with their ever-increasing military and naval expenditure, and are mortgaging their future in peace as they formerly did in war, and sooner or later will reach the limit of their resources. These powers are building "dreadnoughts," for possible use in a future war, and as the immediate preventatives of war, on the principle that the lack of them might invite attack. These mighty engines of destruction become obsolete in little more than a decade and their cost, excepting as an expenditure for the insurance of peace, is an economic loss to the world. The cost of one "dreadnought" a year for a half dozen years would build the Channel tunnel, which, far from becoming obsolete in a few years and an economic loss would be of permanent value, not only for practical use in years of peace, but also as a factor in bringing about such friendly and harmonious relations between the countries joined as to make the occurrence of war very remote, if not impossible. There is to-day, however, as much opposition to the scheme as on previous occasions when it has been discussed, and it is certain that many years will pass before—if ever—there is a tunnel joining England and France.

NEWS OF THE DAY.

LOCAL AND GENERAL.

A dispatch box containing jewellery worth about \$20 and \$25 in money, was stolen from Dr. Clark's office yesterday.

On page 3 will be found an interesting account of the Varsity-rugger match played on December 10th, last.

According to the old Chinese calendar to-day is "hai-shan" or slight cold; an indication that the winter is drawing to a close.

Mr. A. Forward, one of the general managers of Messrs. Whiteway, Laidlaw and Company, has arrived via Siberia and will make a two week's stay in the Colony.

A long-coated Chinese who was said to possess a bad record was sentenced to a year's imprisonment by Mr. Hazeland this morning for having returned from banishment.

It is reported in Peking that an Englishman has paid \$200,000 for a piece of land in front of the Russian Legation. A new hotel it is stated will be erected on this site.

Mr. Reid, of the Kailan Mining Administration, Tientsin, while skating at the Tientsin Skating Rink on Christmas Eve had the misfortune to break his nose as the result of a heavy fall.

Constable Palmer, of the Naval Yard police lost \$50 worth of clothing from his quarters during the night of the 4th instant; and on the following day burglar took away from Mr. A. Walsley's quarters at Quarry Bay clothes worth \$83.

The members of the Bandmann Opera Company have left Colombo for Calcutta, except the following who are on their way home by the P. and O. Nubia:—Mr. Goeriet, Misses Givins, Maserie, Cecil, Frimpton and Messrs. Parker, Cressy and McGrath.

A correspondent points out that it is a mistake to say that the Peak School was the first established at the Peak. There was, he says, a school there fifteen years ago and classes were held at the Tram Station. The school then contained about thirty pupils, a good proportion of whom came from the lower levels.

The committee of the Royal Humane Society have made the following, among many other awards:—Bronze medal to Frederick C. Walker, A.R., of H.M.S. Sandpiper, for his courageous attempt to save a companion who fell overboard from the ship in the Canton River, China, on September 19.

Passengers to Europe not travelling by the Wagon-Lits express trains will be glad to hear, says the Harbin correspondent of the "N.C. Daily News," that on reaching Irkutsk by mail train they can take the "Courier" train, which travels just as fast as the express. The surcharge on these trains is not very great, there is a considerable saving compared with the cost by express train, and there is very little loss in time.

Sentence of four years' penal servitude has been passed upon a coolie for an inconceivably degrading form of theft. The remains of a Chinese woman were placed in a coffin on some land at the end of Lay Road, Shanghai, and early on the following morning the accused broke open the coffin and stripped the clothes from the body. He sold them to a woman for a few cents, and when later the woman was seen selling the clothes in a neighbouring village, she gave information which led to the arrest of the accused.—N. C. D. N. W.

A coolie was detected as he was leaving the Pacific Mail steamer "Ile with three blankets, a box of dried fish and a tray belonging to the Company, and during the search at the police station a revolver was found concealed under the fish. Sergeant Pissott, of the Water Police, prosecuted prisoner on two charges this morning and the magistrate imposed the maximum penalty under the Arms Ordinance—\$250 or three months' imprisonment and of this three months' imprisonment and four hours' exposure in the stocks.

The Court of Appeal, composed of Lord Justices Vaughan Williams, Buckley, and Kennedy, on the application of the plaintiff in the case of Wootton v. Sivier, recently set aside an order made by Mr. Justice Darling granting an unconditional stay of execution as to costs pending an appeal. The Court considered that Mr. Justice Darling had been influenced by communications which passed between the solicitors of the defendant and the members of the jury after the verdict had been given. The appeal was therefore allowed.

MR. HARRY LAUDER.

Guest of Mr. Lloyd George.

The Chancellor of the Exchequer entertained a small luncheon party recently at 11, Downing Street, when Mr. Harry Lauder was one of the guests. Mr. Lauder was accompanied by Sir Henry Dalziel. Mr. Lauder also visited the Home Office with reference to his agitation for the better treatment of pit ponies.

HONGKONG IN THE MAKING.

CONDITIONS IN THE EARLY DAYS.

Lecture by Rev. T. W. Pearce.

The Rev. T. W. Pearce, than whom few people are better qualified to speak upon the Colony's early history and conditions of life in the early days of its settlement, gave to the members of the Y.M.C.A. Literary and Debating Society last evening a very interesting lecture upon "Hongkong in the Making." The paper being the second of a series which Mr. Pearce has promised the society.

Mr. Pearce asked his audience to recall a short and sardoniously humorous story by Guy Deleury entitled "The Millionaire of Hongbrooke Island." If they called this delightful tale to mind it would portray with some adequacy the condition of things to be met with in Hongkong before the process of "making" began. It was not to be expected that colonies in these far Eastern seas, founded in close contiguity to a country like China, should be free as regards the conditions of their social and civil life from the taint of new colonies in other parts of the globe. Before administration becomes settled and law and order are instituted things generally continue unclarified. The evil and the vicious find in these places their El Dorado and proceed with undisturbed which are among the chief disintegrating forces making always for unsettlement, primitivism, barbarism and chaos. He was reminded by the early condition of Hongkong of the old lady who said she "always liked her murders with her tea"—alluding to her habit of reading her pet newspaper at tea time—and said if one read the same history of Hongkong's early days one would have sufficient material for all the tales required in a year. This was the state of things described by an unimagination writer as existing in Hongkong in 1841: "No European ventured abroad without a revolver and a loaded pistol was kept at night under every pillow. The principal merchants kept armed constables for the protection of their property, having no confidence whatever in the colonial constables." Jardine, Matheson and Co. kept twelve men armed to protect their premises at East Point at an expense of 400 sterling per month. Every private house inhabited by Europeans had its watchman going the rounds of the premises, and striking a hollow bamboo in proof of his wakefulness. The scene of the criminal classes from the neighbouring districts of China, were in Hongkong, for they looked upon English law as a mere farce. An order had to be issued that no boat should leave its moorings after 9 p.m. and that on shore Chinese should carry lanterns after dark, and not stir out of their houses after 10 p.m. For all this, incendiarism, murders, and practical exploits on land and sea were not diminished by any of the measures taken. The "Canton Register," published in 1841 prophesied that the island of Hongkong would become a "Gehenna" of the waters, and the prophecy seemed in the way to complete fulfilment." At this time Major Cairnes, the first magistrate and jail-governor, was in office under Sir Henry Pottinger, Hongkong's first Governor, and his punishments seemed to have no terrors for these undisciplined, and imprisoned in the jail—which after all was situated in the healthiest locality in Hongkong—appeared to the half-starved jailbirds of Canton as a coveted boon. The Government made arrangements to organize a police force, and from that time forward the constables were known as "green-coats," a name which was given them by the Chinese and was very apposite. The force was composed of discharged British and Indian soldiers and it was quite hopeless because its members were quite ignorant of the Chinese language, so Chinese constables had to be called in. These were all recruited from the lowest classes, and the colonial police only made matters worse than they were before.

This picture, Mr. Pearce said, he had taken from the writings of the same unimagination historian, and he went on to tell of one or two extreme measures taken to deal with crime at this period. Orders were issued that no boat in the harbour should leave its moorings after 9 p.m., and that all shore Chinese should carry lanterns after dark and not stir out of their houses after 10 p.m., but even then, it was said, the terrible exploits on land and sea were not diminished.

He asked them to compare the Hongkong of to-day and ask themselves how much praise was due to the men who brought order out of chaos and laid the foundations for Hongkong's advance and prosperity, and had written their names on the over-riding fortunes of the Colony? Very few names were great; and there were many lesses which they could learn to-day from the men and the processes they adopted.

In speaking of the makers of Hongkong it seemed natural that he should start with its early Governor, though he did not think they were the chief contributors to making of the new Hongkong. He would speak of the period covered by the Governorships of Sir Henry Pottinger and Sir John F. Davies. There were few men who had lived in Hongkong, or elsewhere, of whom the Shakespearean words, "The evil that men do lives after them; the good is oft interred with their bones," were truer than of Sir Henry Pottinger.

After outlining the main features of the policies of these two early Governors, Mr. Pearce said that among the true makers of Hongkong first place must be given to merchants like Mr. F. Matheson (of Jardine, Matheson and Co.) who believed in the future and permanent

LIBERTY CROSSE'S NEW PLAY.

"THE IDOL'S EYE."

Lecture by Rev. T. W. Pearce.

Those who saw "The Cook—An Idyll of the Peak" last year at the Theatre Royal will welcome the announcement that Liberty Crosse has in preparation another musical comedy, which is to be produced at the same theatre on the three nights preceding the opening of the New Week. Of Mr. Crosse and the apt story woven around one of the clever cook's wiles pleasant memories will long linger, and, encouraged by the reception with which this play met, Liberty Crosse has made his second one of a much more elaborate character. Unlike most musical comedies of to-day, "The Idol's Eye," has quite a strong and exciting plot, but too much of the interesting story of the play which the author unfolded to a "China Mail" representative just previous to a rehearsal yesterday afternoon cannot be divulged at present. This much can be said: that the central character, one Lai On "Hong Ah" Luk's welly good friend, whose wiles are just as artful and amusing—and a feature of the play will be his second act, in which will be given an accurate representation of a Chinese monastery. The author has been busily engaged for many months collecting local colour, and all the Chinese scenery used in the second of the two acts will be a close copy of the original. The first scene is laid in England. The dialogue, we can say from personal knowledge, is full of wit and humour; and those who are acquainted with the author's ability as a composer need no assurance that the music will be first rate. A strong cast has been selected, and rehearsals are in progress and being held regularly.

Two-thirds of the proceeds of the play will be devoted to local charities, of which the Y.M.C.A. will receive half the money so allotted; and the remaining third Liberty Crosse intends to present to the United Services Recreation Club, which suffered a great loss in the August typhoon, which destroyed its pavilion.

of the colony when others did not, and whose belief had effect in the erection of the finest substantial buildings. The work on these drew to the place a class of really reputable Chinese stone-masons, bricklayers, carpenters, and other workmen, who were followed by shopkeepers and so the Chinese community was built up. To man like Mr. Matheson the real praise was due for bringing order out of chaos by their own orderly well-considered work. The lecturer touched upon the chief among them being the scourge of difficulties and trials of the early settlers, malaria, and drew useful lessons from the example of those who made the Hongkong of to-day out of the Hongkong of Hongbrooke Island.

SOCIAL AND PERSONAL.

Sir Charles Elliot returned from Shanghai today by the German Mail steamer "Buenos."

Lieutenant General R. G. Bradwood, C.B., who was last employed in command of the troops at Hongkong, has completed three years' unemployment and has been placed on the retired list. He entered the army in 1884, passed his regimental over in the 18th Lancers, has filled several appointments on the staff, was for some years with the Egyptian Army, and has the Khartoum and Nile (1897 and 1898) expeditions, and the Boer war to his credit. Under the age rules he could remain another sixteen years on the active list.

The Duchess of Teck, while staying with Katherine Duchess of Westminster at Combermere Abbey, had a mishap on Dec. 29 when out with the Cheviot Hounds. Her hunter jumped high at a fence under a tree, and a rough stroke for highness on the face. Lord Hugh Grosvenor returned with her to the Abbey, where the Duchess of Teck was attended by Dr. Watkins, of Whitechapel, for a facial cut and shock. The accident was, happily, not serious.

Seeing a case containing \$200 worth of calico standing outside a godown in Pedder Street a thief engaged two coolies to remove it to an address in Bird Street. While the coolies were placing the goods on a truck a godown lock happened to come along, and in consequence of what the coolies told him he went with them to the address given by the man who engaged them, and on the way told a policeman of what was taking place. The would-be thief was arrested at the house he had named and sentence of six months' hard labour and four hours' stocks was passed upon him at the Magistracy this morning.

The death of Mr. Alfred Walter Child occurred very suddenly, on the 3rd ult., at 16, Reservoir Road, Brooklyn. Mr. Child was for many years in the Imperial Maritime Customs, Peking, and for a time was lost by the Government to the Chamber of Mines South Africa, to act as adviser in relation to Chinese labour there. He was the eldest son of the late Thomas Child, who was himself for many years at the Imperial Maritime Customs, and was well known in Peking to Europeans and Chinese. The funeral took place at Brooklyn Cemetery on the 5th ult.

HONGKONG SUPREME COURT.

CASE STRUCK OUT.

In the Summary Court this morning, before His Honour Mr. Justice Gompertz (Puisne Judge), the case was called in which Sin Yau Chi is suing the Yee Hing to recover \$334 for 28.6 piculs of fish bought by the defendant from the plaintiff.

Mr. Otto Kong informed his Lordship that he represented the defendants. Mr. Noddm was the solicitor for the plaintiff, and he did not know whether he was aware of the fact, but this morning the defendants informed him (Mr. Kong) that the matter had been settled.

His Lordship—I had better call the plaintiff, and if he is not here I will strike the case out with costs.

Mr. Kong said—This is the junk case your Lordship will remember.

His Lordship—Was there attachment?

Mr. Kong said—No.

Plaintiff was called, and failing to answer his name, the action was struck out with costs.

ALLEGED OVERDRAWN ACCOUNT.

Before Mr. Justice Gompertz (Puisne Judge) in the Summary Jurisdiction of the Supreme Court this morning, the Sun Yee Shing firm sued Ip Ka to recover the sum of \$729.13, being as to \$333.75, amount overdrawn by the defendant, and as to \$395.38, balance of amount lent to defendant, by the plaintiff.

Mr. G. R. Haywood (from the office of Mr. Leo d'Almeida) represented the plaintiffs, and Mr. C. A. Sutherland Buss of Messrs. Goldring & Russ appeared for the defendant.

Mr. Haywood, in opening, informed his Lordship that the fact in the case was very simple. Plaintiff were a firm of vegetable dealers carrying on business at the Central Market, and defendant was at one time their salesman. There were two distinct claims: one was for wages overdrawn, and the other for sums lent to the defendant. Proper books of account were kept, five in all.

His Lordship remarked that there was no very much difference between money overdrawn and money lent.

Mr. Wood agreed, but said the amounts were kept in separate books.

After hearing evidence his Lordship entered judgment for plaintiffs with costs.

VOLUNTEER ORDERS.

CAMP.
The Camp will commence on Friday 9th inst. at Hang Hau, 1 mile at Volunteer Headquarters at 4.0 p.m. Dress:—Marching Order. (A fitted dummy is on view in the Drill Hall for the benefit of recent recruits).

STUFF.
Members must draw their rifles and equipment from Store not later than 12 noon on Wednesday January 7th, after which hour the Store will be closed.

CAMP HANDBOOKS.
Camp handbooks will be issued to all members of the Corps to-morrow. Details of daily parade and drills will be published in Camp Orders.

TRANSPORT.
All lunches leave Blake Pier, and members must be punctual. Launches for Camp will fly the Corps flag. There will be two launches daily leaving Blake Pier at 7.30 a.m. and 5.0 p.m. An extra launch will run from Blake Pier to Devil's Peak at 1.0 p.m. on Thursday, Friday and Saturday the 10th, 11th and 17th January.

FIELD OPERATIONS.
Field operations will be carried out in conjunction with the Reserves on Sunday 18th instant.

CRASHING AT HOME.

Winning National Hunt Jockeys.
(Specially compiled for the Referee from Aug. 4 to Dec. 6 inclusive.)

Jockeys.	Wins.	Places.	Shows.	Unplaced.	Total.
E. Pigott	26	12	28	7	73
S. Aitken	14	11	30	60	23
R. Gordon	12	4	11	26	48
A. Smith	11	8	7	28	54
F. Darcy	11	10	13	34	58
G. Duller	10	7	11	29	58
G. Wallington	10	4	3	28	45
J. Gordon	9	4	5	14	32
Mr. G. N. Bonnet	8	4	2	14	28
A. Sibly	5	6	15	34	55
W. Smith	7	7	2	24	36
F. Lyall	7	8	2	24	36
Mr. J. Johnston	6	2	4	12	24
A. Aylin	6	5	3	21	35
Mr. S. Harrison	6	4	2	14	26
B. Ellis	6	6	4	11	27

No other jockey has ridden six winners.

As will be seen by the above, Mr. John Johnston is 13th in the list of winning National Hunt Jockeys at home this season, and has ridden 6 firsts and two thirds out of a total of 12 mounts, giving him an average of 50 per cent.

DO YOU COUGH?
DON'T overstrain the fine membrane of your throat in trying to dislodge the phlegm. Chamberlain's Cough Remedy will accomplish this for you, and cure the cold that is causing it. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

AVIATION IN EGYPT.
HYDROPLANE ON THE NILE.

LONDON, Jan. 6.

Mr. McLean, in a hydroplane, flew from Alexandria to Cairo, landing on the Nile. He intends to proceed to Khartoum.

The aviator, M. Fourie, started for Khartoum yesterday.

NATAL COAL MINING DISPUTE.

LONDON, Jan. 6.

A telegram from Durban states that an agreement has been reached on all points in the coal dispute, except regarding the question of the daily wage; a matter which the men are at present considering.

THE NEW YORK FINANCE SENSATION.

Messrs. Morgan and Co.'s Action Approved.

LONDON, Jan. 6.

Reuter's New York correspondent states that public opinion approves of the action of Messrs. J. P. Morgan and Co. in withdrawing from certain directorates, regarding it as a readiness to acquiesce in the tendencies of the public sentiment against cumulative administration in large concerns.

EXPENDITURE ON ARMAMENTS.

British Cabinet in Complete Agreement.

LONDON, Jan. 5.

In response to a request for an interview regarding the statement of Mr. Lloyd George that the present is the most favourable moment in the past 20 years for overhauling the expenditure on armaments, Mr. Winston Churchill, who is now in Paris, replied that he made it a rule not to give interviews to newspapers on important questions of this character while under the consideration of the Cabinet.

While the Unionist papers give extracts from the speeches of Mr. Churchill to show the absolute opposition of his views to those of Mr. Lloyd George, the Daily Chronicle publishes other extracts from the speeches of Mr. Churchill and Mr. Asquith with the view to demonstrating the complete agreement of the Cabinet.

The Solicitor-General (Sir S. O. Buckmaster), speaking at Howarth, said that Military and Naval expenditure was necessary only so far as it was required to secure us unassailable from foreign enemies. It ceased to be needed directly we had made the relations with our neighbours so friendly that there was no reason to apprehend their action.

THE ZABERN AFFAIR.
Report Regarding the German Crown Prince.

LONDON, Jan. 5.

There are persistent reports in the German papers that the Crown Prince has sent a message to Colonel von Reuter, the Commandant of the Garrison at Zabern, approving of his attitude in regard to the happenings there.

The court-martial of Colonel von Reuter began at Strassburg yesterday.

The Court Martial of Colonel Von Reuter.

LATER.

A telegram from Strassburg states that Colonel von Reuter is charged with illegally usurping executive power and infringing upon the liberty of the subject. 115 witnesses are in attendance and the trial is expected to last two or three days.

Colonel von Reuter, in his evidence, took the whole of the responsibility of what had been done at Zabern. He emphasised the unfriendliness of the inhabitants, and said that the civil authorities did nothing to prevent disorders. If the police had acted energetically, trouble would have been avoided. He was, he said, obliged to take action to protect the officers.

SOMETHING TO REMEMBER.

IN buying a cough medicine for children, bear in mind that Chamberlain's Cough Remedy is the best for colds, croup, and whooping cough, and that it contains no harmful drugs. For sale by all Chemists and Grocers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

NAVAL ECONOMISTS ORGANISING MEETINGS.

LONDON, Jan. 6.

Naval economists are organising a big meeting to be held in the west-end and another in the City, before the opening of Parliament.

PREPARING FOR "ULSTER'S WAR."

A Week's Manoeuvres.

LONDON, Jan. 6.

The East Belfast Regiment and the Ulster Volunteers concluded a week's manoeuvres at Ormiston, the residence of their commandant, Colonel Chichester.

Major Madden was second in command and Mr. Jas. McCalmont, M.P., had charge of the night attacks. Detectives watched the proceedings.

DISASTROUS STORM OFF THE UNITED STATES.

Fatal Losses Death Toll.

LONDON, Jan. 6.

A telegram from New York states that a great storm has taken place on the East coast of the United States, and numerous bodies have been washed up.

Wireless messages announce that the bark steamer "Oklahoma" is half submerged, and that the German steamer "Bavaria" took off the coast and five others.

Apparently twenty-four persons perished.

THE SERVIAN LOAN.

LONDON, Jan. 6.

The Servian Loan of £10,000,000 is about to be issued at Paris.

OBITUARY.

LONDON, Jan. 5.

The death is announced of the well-known playwright and actor, Mr. Mark Melford.

The death is also announced of the P. Delphina physiologist and writer, Mr. Silas Weir Mitchell, who was born in 1827.

(Wah Tse Yai Po's Service.)

THE QUINTUPLE LOAN.

PEKING, Jan. 5.

The representatives of the Quintuple financial group have demanded from the Government details of the result upon the country's finances of the reduction of the army, and of the salt tax improvement scheme before they conclude the second big loan.

RUSSIAN TREATY.

PEKING, Jan. 5.

Another secret Envoy has been dispatched by the Russian Government to Urga to contract a secret treaty. The Envoy is travelling under the pretext of making an investigation into commercial affairs.

CHINESE NEWS.

PEKING, Jan. 6.

The Government has complied with the request of the Governor of Szechuan, for 10,000 new rifles and ten quick-firing guns for the strengthening of the provincial defences.

Luk Chan Ya has started for Japan upon a mission to settle the differences at issue between the two countries.

Miss Olga Nethercole is a United States Supreme Court has awarded \$3,500 with interest, the full amount she claimed from Liebler and Co. and the Shubert Bros, New York, theatrical agents. Defendants gave notice of appeal.

STRAIGHT AT IT.

THERE is no use of our "battering around the bush." We might as well out with it first as last. We want you to try Chamberlain's Cough Remedy the next time you have a cough of cold. There is no reason so far as we can see why you should not do so. This preparation by its remarkable cures has earned a world wide reputation, and people everywhere speak of it in the highest terms of praise. It is for sale by all Chemists and Grocers.

SPORTING.

ASSOCIATION FOOTBALL.

United Services League Meeting.

The Monthly meeting of this league was held in Victoria Barracks last night. Major T. A. Robertson, presiding over a good attendance, was supported by Mr. F. W. Eager, Vice-Chairman, and Surgt. A. A. Wilson, Secretary.

LATE STARTING.

Regarding a case of late starting, the Staff and Departments' representative explained the difficulty he had in getting his men off to play as they all belonged to the Departmental Corps. Major Robertson related similar difficulties with his cricket team and the meeting accepted the explanation as a good one. A similar case was put back till the next meeting.

AN HONOUR OBTAINED.

The agenda again contained a reference to a trophy for the 2nd Division and Chief Writer Smith, H.M.S. "Tamar" informed the meeting that the Naval Canteen Committee had declined the application owing to shortage of funds.

FINES.

The Secretary reported the receipt of \$103.75 from the stands at the recent Navy and Army match and the Chairman and Secretary were entrusted with its disposal.

A REQUEST.

The "Tamar" Representative asked that their 1st Division match for 10th inst. with R. yal Engineers be postponed owing to many ships going out—Agreed.

LEAGUE MEDALS.

The Secretary asked that the usual procedure be adopted with regard to medals for the winners in the two divisions, and instead of giving medals to the runners-up of 1st Division this year to give them to the winners of the 2nd Division. This was agreed, the Chairman to send letters to the Soldiers' Club and Naval Canteen Committee.

THE "ARMY & NAVY" MATCH.

Mr. Eager asked that a record be made in the minutes as to the entirely satisfactory arrangements made by the Navy and Army Committees on the occasion of the Navy and Army match on Boxing Day.

This was all the business, which was carried through with marked promptness. The next League meeting will be held on Monday, 2nd February.

D.C.L.I. BAND V. D.C.L.I. BUGLERS.

These regimental rivals were engaged in a 2nd Division United Services match at Happy Valley yesterday. Teams—

Band—Hedderich: Welch, Cann; Smith, Little, Wilcock; Wright, Howell, Candler, Stone, Alexander.

Buglers—Phillips: Huckle, Golding; Palmer, Gregory, Woods; Walla, Cutmore, Looney, Jackson, Clarke.

Referee, Capt. Cotton, R.F. Play opened keenly. The Band defence doing good work. Candler and Wright played good football in the Band's front rank, the former scoring with a good shot. The Buglers did their customary changing of players, with, however, no improvement. Clarke did a lot of running about and seemed to be occupying about half a dozen positions without doing much good. The initial score was—Band, 1; Buglers, 0.

The second half saw the Buglers still worse, the Band having matters much their own way except in rough and tumble tactics. Matters were getting warm when Candler scored the second goal, and after he notched the third and completed his "hat-trick" the Buglers were thoroughly routed. More football and less chatting during the game could not fail to make a little improvement in the Buglers' team. Result:—

Band, 3; Buglers, 0.

TO-MORROW'S MATCH.

Submarine V. Staff and Departments. Naval Ground, 4 p.m. Referee, Corp. Doe.

Hongkong Association Football League.

FIXTURES FOR JANUARY.

1st Division.

Saturday 17th.—H.K.F.C. vs. B.E., on the H.K. Ground at 4 p.m. sharp.

Saturday 24th.—H.M.S. Tamar vs. B.G.A., on the Naval Ground at 4 p.m. sharp.

Saturday 31st.—H.K.F.C. vs. H.M.S. Tamar, on the H.K. Ground at 4 p.m. sharp.

Official Referees for these matches will be appointed by the Hongkong Football Association in due course.

ALASKA GOLDFIELDS.

A Big Rush Predicted.

The terrific storm and tidal wave have been hailed in the Nome mining camp, on the edge of the Behring Sea, as a blessing in disguise. Nearly all the gold that has come from Nome was washed out of the beach, and much of it extended below the low-water mark. In recent years the beach had almost panned out, and Nome as a mining city, with a population in its hey-day of 20,000, began to decay. Now it is ascertained that the great storm and tidal wave have driven the beach four miles inland, and experts believe that the beach is rich with golden treasure all churned up by the angry ocean.

Representative Albert Johnson, whose constituents in the State of Washington have a big interest in Nome, declares that the tidal wave and storm constitute the best thing that has happened to Nome since the days in 1899, when a stray prospector found gold on the desolate beach. He predicts for next spring one of the greatest rushes to the northern goldfields of Alaska ever seen. Daily Telegraph.

GEORGE FENWICK AND CO., LTD.

Winding Up the Company.

A general meeting of shareholders of Messrs. George Fenwick and Company (in liquidation) was held at noon to-day at the offices of the liquidators, Messrs. Gray Smith, Seth and Fleming, for the purpose of having an account showing the manner in which the winding up has been conducted and the property of the company disposed of, and for the purpose of considering and approving the proposed final return of \$3.50 per share on the issued capital, determining the liquidators' remuneration, hearing any explanation that may be given by the liquidators and also of determining by extraordinary resolution the manner in which the books, accounts and documents of the company and of the liquidators shall be disposed of.

Mr. Percy Smith presided, and there were also present Messrs. J. Kinnaird, J. McCredie, Enoch Seth, G. K. Haxton, Alex. Rodger, J. H. Scott, Li Tze Chiu and Lau Cheung Shiu.

The Chairman, after the notice of meeting had been read, stated: We have prepared the final statement of the liquidators showing the total realization to be \$321,385.81 and the total payments \$194,224.95 leaving \$127,160.86. Out of this balance you have already received the first return of \$7.00 per share declared on the 31st of October last, and payable on the 3rd November last, which absorbed \$75,000.00 leaving a balance of \$52,160.86. Since the declaration of the first return of capital we have been able to dispose of the remaining portion of marine lot 285 at the same price as we obtained for Sections A and B. As you know we have had to reserve an area for a private road which is to be constructed by the Government but as practically the whole cost of this will be refunded, we do not see the necessity of waiting until the road is completed before holding the final meeting. On referring to our last meeting I find I stated that we hoped to close the liquidation by the end of 1913, and my forecast is out by six days; but I think that this short delay is counter-balanced by our being in a position to make a Second and Final Return of \$3.50 per share making in all a return of \$10.50 per share. I think you will agree with me that under the circumstances we are very fortunate in being in a position to make such a large return. A few of you, particularly your late directors, are aware of the difficulties we have had in disposing of marine lot 285 and at one time there seemed very little prospect of our ever being able to realise this asset. You will readily appreciate the position when I tell you that when we put the lot up to public auction, there was not a single bid although a number of people attended. At the commencement of the liquidation, in July 1911, the interest on your overdraft amounted to roughly \$800.00 per month and our first care was to reduce this heavy charge. To effect a saving in interest, we made arrangements in September 1911 for the sale of the remaining portion of marine lots 81 and 82, completion to take place on the 21st December, 1911. From July 1911 we were selling as much stock, plant and machinery as we were able, privately, but a great deal remained on our hands, and we eventually decided to auction the remainder before the 31st of December, 1911. By selling the remaining portion of marine lots 81 and 82 and the remaining stock and plant we reduced the interest on the overdraft from \$800.00 a month to about \$150.00. Since then on the sale of any sections of marine lot 285, we applied the whole of the purchase price to make part payments against the overdraft, the final payment in respect of which was made on the 20th June last. We do not propose to ask you for the fee to which we are entitled namely \$16,007.94, being 5 per cent. of the amount realised, but have decided to make final return of \$3.50 per share and accept the balance.

Out of our fee we shall have to pay all expenses up to and including the final dissolution of the company. Before moving the resolutions, I shall be pleased to answer any questions to the best of my ability.

There being no question the Chairman proposed that the accounts as presented by the liquidators be and are hereby adopted.

Mr. Rodger, in seconding the resolution, said he did so with pleasure, and he considered that taking all things into consideration the shareholders had every reason to be thankful for the way things had turned out. There had possibly been delay, but it was unavoidable, and he was sure that if things had been put through quickly the return would not have been so large. The shareholders had to thank the liquidators for the able manner in which they had carried out the liquidation.

The resolution was carried unanimously. Upon the proposition of the Chairman, seconded by Mr. G. K. Haxton, it was unanimously resolved that a final return of \$3.50 per share be paid on the issued capital, and that the balance be paid to the liquidators as remuneration.

The Chairman proposed, Mr. J. D. Kinnaird seconded and it was agreed that the books and documents of the company, previous to 31st December, 1910, be forthwith destroyed and that the later books and documents of the company and of the liquidators be destroyed after the 31st December, 1915.

The Chairman, in proposing the resolution, stated that it was in accordance with the law, and there was no possibility of the old books ever being required. He also stated that cheques for the final return will be ready to issue.

HONGKONG JOCKEY CLUB.

Another batch of five subscription tickets, which arrived on Sunday per s.s. Huichow, was drawn for yesterday evening at Kennedy's Stables, Causeway Bay. The draw resulted as follows:—

51, grey, Jervis and Jupp.

52, grey, D'Almeida and Apar.

53, brown, Sir Paul Chater.

54, chestnut, Sir Paul Chater.

55, grey, Major Fitzwilliams.

HIGHWAY ROBBERY.

Lady Attacked in Kowloon.

A daring highway robbery was committed in Kowloon yesterday, the victim being Miss M. Britto, who lives at 27 Seymour Road.

Miss Britto was walking in Salisbury Road at 7.30 p.m. when she was attacked by some Chinese from behind, and one of the men seized her hand bag and made off. She called the police, and soon afterwards two men were arrested. The bag contained sundry articles of the value of about \$30, and of these the police have recovered things worth about \$15.

The two men arrested were charged at the police court this morning and were remanded.

THE COURT CARDS.

This delightful combination of entertainers are once more with us. To-night, to-morrow and on Thursday they perform in Canton, returning to Hongkong on Friday, when they open a brief season at the Theatre Royal. They will be welcomed by all who have seen them in the past and all who have not had that pleasure should certainly avail themselves of the opportunity, for the present visit will be the last of the Company as, at present constituted. Shortly, they are returning to England, after an enormously successful tour in India and the Far East, and after a rest, Mr. Warwick hopes to take the Company to Australia, when probably it will be strengthened by the acquisition of two of its original members. The "Court Cards" are now rightly considered as providing one of the very best entertainments ever seen in the Far East and they are, unquestionably, the best all-round combination of their kind seen in Hongkong for many years. Their entertainment is wholesome, clever and immensely enjoyable, and thoroughly deserves the success which it has been attending.

TRAGIC DEATH IN SHANGHAI.

A sad tragedy occurred at the Palace Hotel, Shanghai, on December 31 or early on the following day, when a well-known business man, Mr. W. R. Matteson, agent of the Pacific Mail S.S. Co., met his death, it is supposed, by his own hand. Mr. Matteson had been living in the hotel since he arrived at Shanghai in February last. Shortly after 6 a.m. one of the hotel boys went to Mr. Matteson's room, but receiving no answer, he entered the room and found Mr. Matteson lying on the floor with a bullet wound in his head. The circumstances pointed to the fact that Mr. Matteson had been dead for some hours.

The shocking news was received with deep regret by a large circle of friends, among whom the deceased was well-known and highly respected. He assumed charge of the Shanghai branch of the Pacific Mail only in February last, but before that time he spent many years in Yokohama, being long connected with the company. In Shanghai, he succeeded Mr. R. C. Morton, and at once gained the confidence and esteem of all with whom he was brought in contact, and particularly among the American community he had a large number of friends. He was a native of New York State and was fifty-one years of age, and married. Mr. Matteson was a somewhat retiring disposition, and was not one to join with any prominence in the social life of the community. He was a member of several clubs, including the Shanghai Club and the Race Club.

From the evidence at the Inquest it appeared that Mr. Matteson had been carrying much of late over business matters and that his health had become so bad that he had been granted a year's leave to recuperate.

The Coroner's verdict was that death was due to a bullet wound in the brain fired by a revolver in the hand of the deceased.

BRITISH-GROWN COTTON.

Special Prizes Offered.

In connection with the International Cotton, Fibres, and other Tropical Products Exhibition, to be held in conjunction with the Rubber Exhibition at the Royal Agricultural Hall in June next, the British Cotton Growing Association, who are making an important display at the exhibition, are offering four prizes, as follows:

Silver trophy for the best general exhibit of various varieties of cotton shown by any Government department or agricultural or any British colony or protectorate of Egypt, the Anglo-Egyptian Sudan, such exhibit to have been grown during 1913 or 1914 on any farm or farms, under Government supervision.

Three silver cups, namely, one each for the West Indies, Nyassaland, and the Anglo-Egyptian Sudan, for the best type of cotton grown on any farm or plantations during the years 1913 or 1914.

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S.S. SAINT PATRICK.....on or about 27th December.

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TAKING CARGO on through Bills of Lading to SOUTH AFRICA PORTS with transhipment at CAIRO, SUEZ, and COLON.

INDO-CHINA STEAM NAVIGATION CO., LTD. AND APACAR LINE.

Proposed Sailings from Hongkong

Steamer from Hongkong.	On or about	Connecting at Colombo with	on or about
DUNERA	Jan. 2.	"UMLAZI"	20th Jan.
NAMSANG	Jan. 13.	"UMHLOTTI"	10th Feb.

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KUMI

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Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

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S.S. RIOJUN MARU, For S'pore, Batavia, Samarang Sourabaya & O'ba. 21 Dec.

S.S. HOKUTO MARU, For Molt & Kobe... 10th January

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Operating the following steamers
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NILE, CHINA and PERSIA.
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Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless Telegraphy, Ice Service and Bilge Keels.
Cruise under personal supervision of Mr. V. Morrell, one of the World's most famous caterers.
Return Portion of Round Trip Tickets, Available for Passage via C.P.R. from Vancouver to all Pacific Coast Ports.
All Passengers have the privilege of traveling by Rail between Ports of Kobe and Yokohama.
MANCHURIA—37,000 Tons Sailing **TUESDAY, 6th Jan., at 10.30 a.m.**

MANILA	1:00				THURSDAY, Feb. Jan. at 1 p.m.
MONGOLIA	1:00				THURSDAY, Feb. Jan. at 1 p.m.
PESIA	4:00				SATURDAY Feb. Jan. at 1 p.m.

San Francisco via Shanghai, Nagasaki, Kobe, Yokohama, Yokohama & R.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.			FROM MANILA.		
to Hongkong.			Leave Manila.		
to	CHINA	Jan. 12	Dec. 11	MARCEPERA	Dua Ho
to	CHINA	Jan. 12	Dec. 11	NILE	
to	PESIA	Feb. 8	Jan. 7	PESIA	

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Steamer.	Displacement Tons & Speed.	Leave Hongkong,
YFON MARU*11,000-18 knots.....	Wednesday, 14th J
YNGYO MARU22,000-21 knots.....	Saturday, 17th J
YONGKONG MARU*11,000-18 knots.....	Tuesday, 10th Fe
YNYO MARU22,000-21 knots.....	
YHO MARU22,000-21 knots.....	

* via MANILA omitting Shanghai.

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1st CLASS	to London	£71-10.	Return (6 months)
1st CLASS	to New York	£80.	" "
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For	STEAMERS	To San.
SHANGHAI, KOBE AND YOKOHAMA	CORPILLERE, MAGELLAN.	12th January
	PAUL LECAT, DUMBEA.	18th January
MARSEILLES, via Ports		28th January
		13th January
		27th January

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AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON, via PARIS by rail.—

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(SUBJECT TO MODIFICATION)

CRANKERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM	Jan. 14th	Jan. 30th a
EMPIRE	Jan. 31st	Feb. 27th a
ST. ALBANS	Feb. 21st	Mar. 20th a
EASTERN	Mar. 14th	April 9th a

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"INDRAKUALA"

Captain A. H. SMITH will be despatched as above on 10th January.


This Steamer has Superior Accommodation for Limited number of First-Class Passengers.

For Freight or Passage, apply to
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 Hongkong, Dec. 10, 1913.

THE "INDRA" LINE, LIMITED
FOR SAN FRANCISCO.

THE Steamship
"INDRASAMHA"
 Captain Jones, will be despatched
 above about 11th January.
 For Freight and further information
 apply to
JARDINE, MATHESON & Co., Ltd.
 Agents,
 Telephone No. 215, Sub. Ex. No. 9,
 HONG KONG.

Telephone No. 216 Sub. B1, 5.
Hongkong, Dec. 10, 1913.



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Mails will be despatched from

port for BOMBAY, on SATURDAY

17th January, at Noon, taking Passen

and Cargo for the above ports in connec

with the Company's Steamship **H**

from Colombo, Passengers' accommo

in which vessel is secured before depar

from Hongkong.

for France, and London (under ar-
rangement) will be transhipped at Colomb
the mail steamer proceeding direct to
Sailor & London: other cargo for L

Parcels will be received at this
until 4 p.m. the day before sailing.
contents and value of all packages
required.

E. A. HEWETT
Superintendent

Hongkong, Jan. 3, 1914.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

**FROM PORTLAND, GR. & PU
SOUND PORTS.**

THE H.A.L. Steamship
C. FERD. LAEISZ,
Captain O. Gensel, having arrived.

Cargo remaining undelivered on SATURDAY, 3rd January, 1914, at will be landed at Consignees' expense and delivery must be taken from The Hongkong & Shanghai S.S. Co., Ltd., Kowloon Wharf and Godown.

Cargo remaining undelivered on SATURDAY, 3rd January, 1914, at Noon, will, in addition to storage charges, be subject to storage charges. No Fire Insurance whatever

All chafed and otherwise damaged
to be left on board or in the Godow

examination of same to be held on DAY, 8th January at 10 a.m.

Claims must be accompanied by delivery notes or list of exceptions at the time of delivery to Consignee signed for and on behalf of the H.A.

All Claims must be filed on or the 15th January otherwise they will be recognized.

HAMBURG-AMERIKA LINE
Hongkong Office.
Hongkong, Dec. 30, 1913.

SHIRE' LINE OF STEAMERS

LIMITED.

NOTICE TO CONSIGNEES

FROM EUROPE, COLOMBO STRAITS.

THE S. S. Monmouthshire having from the above ports, Consign Cargo by her are hereby informed that Goods are being landed at their risk

hazardous and/or extra hazardous Goods of the Hongkong & Kowloon Free Trade Godown Co., Ltd., whence and/or from which wharves, delivery may be obtained.

Goods not cleared by the 8th J at 6 p.m. will be subject to rent.

All broken, chafed and damaged parcels are to be left in the Godown at 9.30 a.m. Claims against the company to be presented within 10 days of otherwise they will not be recognized.

No Fire Insurance will be effected in any case whatever.

Bills of Lading will be countersigned.

JARDINE, MATHESON & Co.
Agents.
Hongkong, Dec. 31, 1912.

100

100

10

SHIPPING

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANYHOMEWARD PASSENGER SEASON. 1914.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to Colombo	Leave Shanghai	Leave Hongkong	Connecting Steamers from Colombo to London	Due at London	Due at Plymouth (1 day later)
Thurs.						
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOULTAN	Feb. 13	Thursday
Jan. 22	DEVANHA	Jan. 27	Jan. 31	TREAS.	Feb. 27	Mar. 5
Feb. 5	CHINA	Feb. 10	Feb. 14	MALAY	Mar. 13	Mar. 19
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MALAY	Mar. 27	Apr. 2
Mar. 5	INDIA	Mar. 10	Mar. 14	MALAY	Apr. 10	Apr. 16
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MALAY	Apr. 24	Apr. 30
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MALAY	May 8	May 14
Apr. 16	DELTA	Apr. 21	Apr. 25	MALAY	May 22	May 28
Apr. 30	ASSAYE	May 5	May 9	MALAY	June 6	June 12

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special from Marseilles can now arrive in London at 3.35 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:

1st SALOON	"A"	Accommodation	SINGLE	RETURN	2nd SALOON	"A"	Accommodation	SINGLE	RETURN
			£25	£47				£24	£46
			£24	£46				£23	£45

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

ALL LEAVE FOR

LONDON,

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers	Leave Yokohama	Leave Shanghai	Leave Hongkong	Leave S. P. O.	Due at Marseilles	Due at London
BORNEO	about Jan. 6	about Jan. 10	about Jan. 14	about Jan. 18	about Feb. 23	about Mar. 4
NANKIN	Jan. 20	Jan. 24	Jan. 28	Jan. 31	Mar. 5	Mar. 15
NIJAZA	Feb. 3	Feb. 7	Feb. 11	Feb. 14	Mar. 19	Apr. 1
NORE	Feb. 17	Feb. 21	Feb. 25	Feb. 28	Mar. 31	Apr. 10
NILE	Mar. 3	Mar. 7	Mar. 11	Mar. 14	Apr. 6	Apr. 16
MALTA	Mar. 17	Mar. 21	Mar. 25	Mar. 28	Apr. 20	Apr. 30
NIJIVA	Mar. 31	Apr. 4	Apr. 8	Apr. 11	May 14	May 24
NUBIA	Apr. 14	Apr. 18	Apr. 22	Apr. 25	May 28	Jun. 7
NAMUR	Apr. 28	May 2	May 6	May 9	Jun. 12	Jun. 22

New Steamer

These steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON £50 SINGLE: £75 RETURN.

2nd " " £25 " £37 1/2

FARES TO MARSEILLES:

1st SALOON £45 SINGLE: £67 1/2 RETURN.

2nd " " £22 1/2 " £34 1/2

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT, Superintendent.

NORDDEUTSCHER LLOYD,

BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS Tons To Sail

WAPLES, GENOA, ALGIERS, BOULOGNE, SOUTHAMPTON, CAPT. C. Nahrath, (16,900) WEDNESDAY, 7th Jan. at 10 a.m.

SHANGHAI, TSINGTAU, PRINZ LUDWIG, CAPT. F. von Binner, (18,300) THURSDAY, 8th Jan. at 10 a.m.

Kobe & Yokohama...

MANILA, YAP, MAROKK, PRINZ SIGISMUND, CAPT. A. Hutzig, (3,750) SATURDAY, 24th January, at 9 a.m.

NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE...

Kobe...

JESSELTON, KUDAT and BORNEO, PRINZ SIGISMUND, CAPT. J. Koehler, (3,750) WEDNESDAY, 7th Jan. at 11 a.m.

SANDAKAN...

All the steamers of the European Line are fitted with Wireless Telegraphy, New 6 steam of the Line.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

Steamship	about 1914	For Marseilles, Dunkirk, Antwerp, Rotterdam and Bremen/Hamburg:
MARK	2nd Feb.	S.S. MARK about Middle of March.
TUBINGEN	16th Feb.	For Havre, Emden and Hamburg/Bremen: S.S. TUBINGEN about End of March.
LOTHRINGEN	2nd March.	For Marseilles, Antwerp, Rotterdam and Bremen/Hamburg: S.S. LOTHRINGEN about Middle of April.
THURINGEN	18th March.	For Havre, Emden and Hamburg/Bremen: S.S. THURINGEN about Beginning of May.
FRANKEN	30th March.	For Marseilles, Antwerp, Rotterdam and Bremen/Hamburg: S.S. FRANKEN about Middle of May.
GOETTINGEN	13th April.	For Havre, Dunkirk, Emden and Hamburg/Bremen: S.S. GOETTINGEN about Beginning of June.

For further Particulars apply to

NORDDEUTSCHER LLOYD.

MELOERS & CO.

GENERAL AGENTS.

SHIPPING

AUSTRIAN LLOYD.



Under Mail Contract with the Austrian Government

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via Suez, Colombo, Aden, Suez, Port Said.

S.S. KOERBER, 9,000 tons, will leave as above on 15th January, at 4 p.m.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor, Stewardesses, Landlady, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £50, 2nd £35, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

Via Suez, Colombo, Bombay, Karachi, Aden, Suez, Port Said.

S.S. CHINA, 11,880 tons, will leave as above about 2nd February.

These Steamers, of large tonnage are fitted with comfortable and class accommodation for saloon passengers. No Surcharge. Doctor, Stewardesses, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £45.

RAILWAY FARES: Trieste-London.

Via Venice, Milan, Sion, Lucerne, Paris, Calais, or Boulogne, Cherbourg, Harwich, London.

Via Venice, Milan, St. Gotthard, Leoben, Innsbruck, Vienna, Prague, Berlin, Hamburg, Bremen, London.

Via Vienna, Cologne, Bremen, London.

Via Munich, Cologne, Frankfurt, Hamburg, London.

TO SHANGHAI:

S.S. BOHEMIA, 7,900 tons, will leave as above on 21st February, at 6 a.m.

FARES: Hongkong-Shanghai, 1st Cl. £24, 2nd £14, 3rd £8.

TO KOBE, via SHANGHAI, YOKOHAMA.

S.S. VOIWAERTS, 12,900 tons, will leave as above about 31st January.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North and South America.

HANDER, WIELER & CO., Agents, Prince's Building.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY CO.

Connecting at TACOMA & SEATTLE with THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers Captains Leave

'MEXICO MARU' N. Kobayashi Wednesday, 7th Jan. at 1 p.m.

'CHICAGO MARU' I. Goto Thursday, 22nd Jan. at 1 p.m.

'TACOMA MARU' T. Hamada Friday, 1st Feb. at 1 p.m.

'PANAMA MARU' J. Kamei Saturday, 14th Feb. at 1 p.m.

'SEATTLE MARU' T. Sato Sunday, 23rd Feb. at 1 p.m.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Calling at MOU, KOBE, YOKKAICHI & YOKOHAMA.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted for carrying Silk, Treasure and Perishables. Special attention given towards Express connection.

JAPAN-BOMBAY LINE.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

Steamer Captains Leaving

'JAYA MARU' K. Hori Monday, 12th Jan. at 5 a.m.

'SAIGON MARU' T. Yamaguchi Tuesday, 19th Jan. at 5 a.m.

'INDO MARU' K. Komiyama Wednesday, 26th Jan. at 5 a.m.

For MOU, KOBE & YOKKAICHI.

Steamer Captains Leaving

'SAIGON MARU' T. Yamaguchi Thursday, 2nd Feb. at 5 a.m.

'LUZON MARU' K. Sukawa Friday, 9th Feb. at 5 a.m.

'INDO MARU' K. Komiyama Saturday, 16th Feb. at 5 a.m.

For CANTON.

Steamer Captains Leaving

'SOERU MARU' K. Tachibana Tuesday, 6th January.

These steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from SOON YIP WHARF (near the Harbour Office, Prince's Building).

For further information, apply to

Z. KAMIYA, Manager

Second Floor, No. 1, Queen's Building.



PHILIPPINES STEAMSHIP Co.

Steamship Tons Captain For Sailing Date

RUBI 4,000 J. Miller Manila, Mangrove, Cebu & Davao Monday, Jan. 12, at 4 p.m.

ZAVIRO 4,000 F. S. McMurray Manila, Mangrove, Cebu & Davao Thursday, Jan. 22, at 4 p.m.

Passengers holding round trip tickets may return by any Steamer of the Pacific Mail S.S. Co., Toyoko Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

Electric Light and Fans in every Cabin. Comfortable Stewardesses carried.

For freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Head Office for the Far East: 15, Des Voeux Road, CENTRAL, HONGKONG.

SHANGHAI, 23, FOOCHOW ROAD. YOKOHAMA, 23, WATER STREET.

MANILA, MANILA HOTEL, P. O. Box 788.

Tickets issued to EUROPE by the principal STEAMSHIP LINES and TRAIL SHERRAN RAILWAY.

Letters accepted to ALL PARTS of the World.

BOARDS collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

HALL OFFICE: LUDGATE CIRCUIS, LONDON, E.C.

SHIPPING

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGUA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong: 31st January, 1914. Connecting with "GUJARAT" 16th January, 1914.

From Colombo: 16th January, 1914.

EXCELLENT ACCOMMODATION for 1st and 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGUA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient indentment offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS

From Hongkong S.S. "SAZARIS" Middle of March.

First Class Accommodation for Passengers.

Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to

THE BANK LINE LIMITED, MANAGING AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO.

TO MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK.

AND FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.) AND PORTLAND (Or.)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Atlantic, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward.

For Shanghai, Kobe & Yokohama

S.S. O.J.D. ABLERS 14th Jan.

S.S. BELGRAVIA 16th Jan.

S.S. SEPIA 28th Jan.

S.S. SAXONIA 4th Feb.

S.S. SOANDIA 14th Feb.

S.S. HORDE 18th Feb.

S.S. BADEN 10th Mar.

S.S. SUDMARK 12th Mar.

S.S. BRISOBIA 28th Mar.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Homeward.

For Marseilles, Havre & Ham-

burg.

S.S. C. FERD. LAEISE 6th Jan.

For Rotterdam, Hamburg and

Antwerp.

S.S. GOLDENFELS 13th Jan.

For Marseilles, Bremen & Ham-

burg.

S.S. EMDEN 14th Jan.

For Vancouver, Seattle and/or

Tacoma & Portland (Or.)

S.S. BELGRAVIA 16th Jan.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Reduced First Class Fares.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. "MINNESOTA."

CAPACITY 28,000 Tons. 20,718 Ton Gross Register. LENGTH 630 Feet.

BEAM 74 Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong 12th February, 1914.

For SEATTLE via NAGASAKI, INLAND SEA, KOBE AND YOKOHAMA.

Hongkong, Manila and Shanghai to Seattle or San Francisco

Round Trip Tickets (Good for Six Months) £ 38.

Round Trip Tickets (Good for Six Months) £ 34.

Round Trip Tickets (Good for Six Months) £ 30.

